

In the Early Days

of cod-liver oil its use was limited to easing those far advanced in consumption. Science soon discovered in it the prevention and cure of consumption.

Scott's Emulsion

of cod-liver oil with Hypophosphites of lime and soda has rendered the oil more effective, easy of digestion and pleasant to the taste.

Prepared by Scott & Bowne, N. Y. All druggists.

IN WHOLESALE TRADE

How South Meridian Street Is Standing the Hard Times.

Little Is Doing in Most Lines—World's Fair Has Hurt Indianapolis—Demoralized Wool Market.

One, in going through the wholesale streets after the question asked, "What's the matter with business?" Occasionally one hears a wholesale merchant say that his business is very satisfactory, but such cases are rare. Investigation shows that everybody is making his purchases on the hand-to-mouth policy, awaiting the coming of better times. Wholesale grocers report that they are selling about the usual volume of heavy groceries, such as sugars and coffees, but when fancy groceries are reached the sales are away below the usual amount, and here is usually where the profits to the grocers come in. There is little margin on a barrel of sugar or a sack of coffee. Then California fruits, which usually move very well, are moving very slowly, although selling lower than at any time since they were introduced on the Eastern markets.

Coming to dry-goods houses, the tenor of the remarks is much the same. "Our bills," said one of the largest wholesale men, "count up slow from the fact that high-priced goods will not sell, and the country merchants go for the cheaper class of goods, which will sell, as they must be had by the people to keep even comfortable." The druggists have not done much, so healthy a season has it been all over the territory which buys its supplies here. Indianapolis has lost a few houses, but the wholesale trade, and a few weeks ago the proprietors were blue, but in the last thirty days the demand has been coming up in this and adjoining States and the far Northwest, and they talk more encouragingly. Dealers in dry-goods have had a hard summer. The fruit crop was a failure over the Western States, and the list of necessities, which is one of their most important items of business, fell off 75 per cent, as compared with the fruit season of 1892. Dealers in fancy goods and notions, picture frames, etc., have had a bad year, but are looking for the coming of better times.

The boot and shoe men are not complaining much. They say that boots and shoes wear out the same in hard times as in good times, and possibly more in hard times, as more tramping is done, and their goods come under less demand.

It has been a great year for the poultry and egg shippers. The people have been obliged to have money, and it is said they sold their stocks of poultry and eggs more cheaply than ever before. Eating eggs by a farmer or man of the city has been out of the question; they preferred to have the money the poultry and eggs would bring. Prices have been maintained better than usual through the entire season. The commission men have, in the last thirty days, been doing better business than at any former period. With the shutting down of so many manufacturers in this city and the great loss of money for estates has fallen off, unless it be for potatoes. Prices which have prevailed owing to the summer drought have been maintained, and many articles on the luxury list, and still, until prices have fallen, the high price. This fact curtails the daily consumption, and, as one commission man puts it, "whereas the people used to buy a year's supply of produce, they are now glad to ship one." The millinery houses, which have been doing well, which are unexcelled in the West, report that they have not felt the depression in business so much as the proprietors put it. "The ladies will have bonnets whether able to pay for them or not, and sometimes makes our collections rather slower than usual," he said. Fair business with them is setting in, however, very satisfactorily.

AN EXPENSIVE AFFAIR.

World's Fair Has Proven a Big Drain Upon Indianapolis.

Merchants, both wholesale and retail, of this city, seem to be just learning the fact that the business of Indianapolis has suffered seriously through the world's fair. In May and June it had but little effect on the business of this city, but since July 1 there has been a steady drain of money from this city and its immediate territory. Careful estimates show that during the last ninety days an average of one thousand persons have gone from this city and the territory which draws its supplies from here to the world's fair, and it is making a low estimate to say that each one of these individuals, in passing through the territory, has expended an average of \$10.00. This is a large sum, and it is estimated that the population of Marion county, more people have gone to Chicago than from any other railroad point in the State. Many have saved every dollar possible until they were called enough, and then came back from the fair "broke," and more than might be imagined usually enjoys. When summer comes, it has been a very expensive affair for the city of Indianapolis, and it is estimated that the sum of money which, for this outlet, would have gone into circulation here.

A DEMORALIZED MARKET.

Tariff Uncertainty Has "Played Hob" with the Trade in Wool.

Wool dealers say that the market was never more demoralized than at the present time. About 90 per cent of last spring's clip is in the hands of the farmers or small buyers over the State, and they are still holding, looking for better prices being one reason, and the fact that the large dealers are not anxious to buy it being the other cause. Manufacturers all over the country buy only what wool they want, consequently the Western dealer finds it difficult to dispose of his wool. Many of the woolen goods manufacturers, they wait until the goods are good, and then they hold them. None have any thought of putting wool on the shelves in goods for the reason that it is cheap. It is stated that when manufacturers get orders they immediately go on to the market, and get only the quantity of wool they need to fill such orders. None think of stocking up ahead, as they used to, when the production exceeded the orders from day to day. On the other hand, there is a class of dealers who have a good supply of money that prefer to hold on to their wool, believing that business will soon take good start, and their holdings would then become more valuable. They are very confident that the article will not go lower than at the present time.

IN FLIGHT AGAIN.

The cereals mills have struck a good gain again, and last week ran the two sections from 12 o'clock Sunday night to 12 o'clock Saturday night, and the way orders are coming in expect to run steadily from this on for some time. The mills are running on corn day to keep the mills in operation.

IMPROVING STEADILY

Indianapolis Lines Continue to Show Gains in Freight Traffic.

Nearly Two Thousand More Loaded Cars Handed Last Week Than in the First Week of October.

The freight men are in excellent spirits. The world's fair is at its close, and, with this, each week shows a healthy increase in business. The improvement is general in character. The train records show that in the week ending Oct. 23 there were 578 more loaded cars received and forwarded at Indianapolis than in the week ending Oct. 21, and nearly two thousand more than in the first week of October, and as the business, as shown by the billing, is carried at tariff rates, the earnings of the last week of October, when they come in, will show better results than any week in the last four months. The increase in east-bound traffic is by no means as marked as in west-bound business. The movement of goods is not up to expectation, which is chargeable to higher prices for the cereals. Strange as it may seem, whenever prices have an advancing tendency shipments of grain, for the time being, fall off until the markets become adjusted. West-bound business is, however, better than at any time for months, and, in fact, heavier than in the corresponding week of 1892. This remark will apply to both high and low-priced freight, and is easily accounted for. First, merchants have been slow in making their purchases of goods in the past, and goods are now coming in which, under good times, would have been purchased six days earlier, then, at present time, there is a heavy west-bound movement of anthracite coal and coke traffic, which is usually shipped in the late summer or early fall. The Pennsylvania lines, Indianapolis division, brought in 277 carsloads of hard coal, and the Erie and Western, 1,011. The business is still light, although improving; it is fully 20 per cent lighter than in the corresponding period last year. The season is becoming more wintery, freight men are anticipating an increased business. Below is given the number of cars received and forwarded at this point for the week ending Oct. 23, as compared with the corresponding week of the two preceding years:

Name of road.	1892.	1891.	1890.
N. A. & C. Air-line.....	373	412	424
N. A. & W.....	388	416	407
C. H. & W.....	182	182	182
E. & W.....	458	624	572
Penn.-L. & V.....	587	572	783
Penn.-H. & O.....	749	749	749
Penn.-Chicago div.....	549	733	725
Penn.-Columbus div.....	1,962	1,828	1,611
Penn.-East div.....	1,145	1,011	1,011
P. & E.-West div.....	1,128	1,394	1,321
Big Four-Chicago div.....	1,845	1,701	1,559
Big Four-Cincinnati div.....	2,487	2,487	2,487
Big Four-St. Louis div.....	1,639	1,570	1,535
Big Four-Cleveland div.....	1,741	1,591	1,501
Vandalia.....	1,883	2,072	1,960
Totals.....	17,392	18,233	18,428
Empty cars.....	4,622	4,553	5,162
Total movement.....	22,014	22,786	23,590

Traffic Notes.

The Peoria & Eastern lines, with each week, are showing a healthy increase in traffic, handling at this point last week more loaded cars than in the week ending Oct. 21.

With the Indianapolis division of the Pennsylvania lines the loaded car movement in the week ending Oct. 23 was 1,845 cars, as compared with 1,701 cars in the week ending Oct. 21, and the exhibit would have shown a healthy increase in business.

The Chicago division of the Big Four is overtaxed with traffic, last week handling 1,845 cars, as compared with 1,701 cars in the week ending Oct. 21, and the exhibit would have shown a healthy increase in business.

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THE INDIANAPOLIS JOURNAL.

vanilla lines west of Pittsburg. Chief Medical Examiner Sahm reports the number in Indianapolis, which is largely to the drinking of impure water.

W. W. Paabody, vice president of the Baltimore & Ohio Southwestern, was a guest at the Big Four, en route from the world's fair. He did not deny or confirm the rumor that he was preparing to resign as president and manager of the consolidated Baltimore & Ohio Southwestern and the Ohio & Mississippi. That such is the case seems to be well settled.

The understanding is that the entire operating department of the consolidated divisions, the Cleveland and Indianapolis, will be removed to Bellefontaine as soon as the buildings are in shape to care for them. Cleveland will then have only a yardmaster left, holding an official position. It surely was a bad day for Cleveland when the late Bee-line was absorbed by the Big Four.

The fine ten-wheel passenger engine built by the Pittsburg locomotive works for the Vanlandia, which has been on exhibition at the world's fair, will be delivered to the Vanlandia this week. It is three feet longer than any engine it now has in service, and the turn-tables at Terre Haute and Indianapolis have been arranged to turn it. The engine will be delivered to the Vanlandia and Terre Haute on Trains 20 and 11, the two heaviest express trains on the line.

There is no question as to the capabilities of the famous Engine 999, of the New York Central, and those of the Vanlandia, of the Pennsylvania lines, that with eight cars 120 will excel in speed the best, but the latter is a heavy engine, weighing 120 tons, and consequently, with four cars it would probably outrun 120, it is claimed that it is the fastest engine in the world, and it is the only one that is capable of running at a speed of 120 miles an hour.

Rumor has it that there is to be a reduction in the pay of the employees of the Big Four. The employees of the Big Four have already moved in that direction. The poorest paid men in the branch are the expressmen. The express messenger, if a train is wrecked he is given the number of cars he is responsible for, and taken all around, it is the most hazardous business a man can well be engaged in.

The Court Record.

Superior Court.

Room 1—James M. Winters, Judge.

Theodore T. Oldendorf, by his next friend, James B. Collier, vs. Robert Connor; verdict for plaintiff for \$250.

Room 2—J. W. Harper, Judge.

Albert Pearce vs. Cincinnati, Chicago, Cleveland & St. Louis Railway Company; finding and judgment for defendant.

The Bank of Commerce vs. Charles C. H. & W.; finding and judgment for plaintiff for \$5,531.40; cause of defendant, Robert Carter; divorce, decree granted plaintiff.

Georgia Carter vs. Charles Carter; divorce, decree granted plaintiff.

Emily Z. Tansel vs. Louis P. Tansel; divorce, decree granted plaintiff.

Room 3—Pliny W. Bartholomew, Judge.

Ora B. Stephenson vs. Chas. Stephenson; divorce, decree granted plaintiff, with custody of child.

Criminal Court.

Millard F. Cox, Judge.

State vs. James Collier; petit larceny. Trial by court; guilty. Fined \$5 and sentenced to thirty days in the workhouse.

State vs. Walter Taylor, Joseph White and Milton Jackson; grand larceny. Pleaded guilty and released on their personal recognizance.

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State of Indiana vs. Louis P. Tansel; surety of peace. Dismissed by agreement at cost of prosecution.

NEW SUITS FILED.

Louisa Wilburger vs. James W. H. Davis et al.; foreclosure mortgage. Superior Court, Room 3.

William B. Prescott et al. vs. Theodore P. Haughey et al.; complaint for fraud. Superior Court, Room 1.

Algeron S. Patterson vs. Thomas Rowley; quiet title. Superior Court, Room 1.

Thomas Rouse et al. vs. John P. Riley; on account. Superior Court, Room 1.

Wilkins, Bright and Cobden.

To the Editor of the Indianapolis Journal:

A gifted young American orator is reported to have called on "freedom" in the name of the Union. I dare him! I taunt that lion. I tell that lion that, freedom's hand once twisted in his mane, when he seizes his jaw he rolls a corpse before me!

This sort of thing, which is very funny to an Englishman, has, nevertheless, always been relied on to have its effect in any controversy between political parties in this country, and from a man of the caliber of the one who called on "freedom" in the name of the Union, it is not surprising that he should have been so easily deceived.

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MAYOR ASSASSINATED

Mayor Carter Harrison, of Chicago, Killed by a Crank.

Shot Three Times, Early Last Night, by Patrick Eugene Prendergast, a Carrier of Newspapers.

CHICAGO, Oct. 28.—Another crazy crank has done his deadly work, and Carter H. Harrison, five times Mayor of Chicago, and one of the best known men in the West, lies dead with his home, No. 231 South Ashland boulevard. Three bullets entered his body, two of them making wounds sufficient to cause death. The murder was committed by Eugene Patrick Prendergast, a paper carrier, who declared that Mayor Harrison had promised to make him corporation counsel, and had not kept his word.

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